



Front Row, left to right: Ken Goodsell, Lt. Gov. Bill Christiansen, Norman Rasmussen, Roman Mueller. Back Row: Jack Wilson, Lester Severance, Earl Morgan, James Krause, Bill Hunt.

Vol. 25 — No. 4

April, 1974

AVIATION MECHANIC OF THE YEAR

On March 25, 1974, Mr. Norman Rasmussen of Modern Aire Flight Service, Culbertson, Montana, was officially declared the winner of the 1973 Annual Aviation Mechanic Safety Award for the State of Montana.

The Aviation Mechanic Safety Award gives recognition to the aviation mechanic making the most outstanding contribution to air safety through maintenance practices.

This award was established as an annual event in 1963 and the award program is a joint effort of the Federal Aviation Administration, the Flight Safety Foundation, some state aeronautics agencies, including the Montana Division of Aeronautics, and the local aviation community.

Mr. Rasmussen was declared the winner for his consistent demonstration of a high level of professionalism and excellence in the performance of his duties as an aviation mechanic leading to and resulting in increased reliability and safety in aviation.

This year the award was presented by Lt. Governor Bill Christiansen in the Governor's office. Attending the presentation were Bill Hunt, Administrator, Montana Division of Aeronautics; Jack Wilson, Chief, Safety and Compliance Bureau, Montana Division of Aeronautics; Lester Sever-



Bill Hunt, Norman Rasmussen, Jack Wilson.

ance, Chief, Helena General Aviation District Office; Ken Goodsell, Chief, Billings General Aviation District Office; Roman Mueller, Maintenance Specialist FAA Regional Office, Denver, Colorado; Jim Crouse, Maintenance Unit Chief, Billings General Aviation District Office; and Earl Morgan, Maintenance Unit Chief, Helena General Aviation District Office.

SANDERS COUNTY PILOT GET-TOGETHER

The "Flying Wild Horsemen" of Plains will be having their first annual dinner meeting on Saturday, May 18, at the Hospitality House at 7:00 p.m. in Plains. The club is inviting all pilots and their spouses from Sanders County to the dinner. There will be a speaker and a large attendance is anticipated.



DIVISION

OF

AERONAUTICS

MONTANA PILOTS ASSOCIATION STATE CONVENTION

The annual convention will be held at Big Sky, Montana, May 10 & 11, 1974, with the Gallatin Valley Hangar hosting the meeting. Free transportation for those flying in will be provided by the Gallatin Hanger from Gallatin Field, Belgrade, to Big Sky. Registration will begin at noon on Friday, May 10, in the Crow Nation Room. The Board of Directors will meet at 4:00 p.m. A champagne and wine hour will be held in the Assiniboine Room from 6:30-7:30 p.m. through the courtesy of Frontier and Northwest Airlines, for those who are registered for the convention. The theme of the convention is oriental and it is suggested that the costume be worn to the cocktail hour. Dinner will be on your own, but dancing will be provided later in the evening.

Saturday will begin with the mens' breakfast at 8:30, annual business meeting beginning at 9:30 a.m. with a welcome by State President Tuck Barrett. Bill, Hunt, Administrator of the Division of Aeronautics, will speak about new legislation and the status of the Meadowcreek Airstrip at 10:00. At 10:45 Charles Bowman will report on aircraft taxation. A luncheon will be held at 12:00 for

(Continued on Page 3)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

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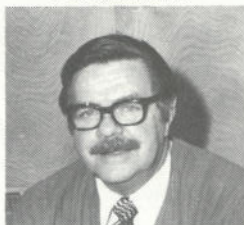


AIRCRAFT PROPERTY TAX

Airplane property tax was the subject of a meeting between a delegation of pilot owners from Billings and the Department of Revenue of the State of Montana held in Helena on April 5. The Billings delegation was organized by Michael D. Ferguson of Big Sky Maintenance, who is also Secretary of the Board of Aeronautics. Spokesman for the Billings delegation was Senator William Lowe who said that the pilot/owners in Billings and elsewhere in the state objected to the blue book used by the Department of Revenue to obtain the value of the aircraft. He and others present stated that this book was not used in the aviation industry in Montana because its figures tended to be much higher than the blue book used by dealers, whether buy-

(Continued on Page 6)

*Administrator's
Column*



Once again I had the privilege and pleasure of presenting our little slide show on general aviation that I have adopted from information given to us from the National Business Aviation Association. This time it was in Harlowton to the Kiwanis Club at a noon luncheon. The folks seemed to receive it pretty well and I hope they enjoyed listening to the information and watching the slides as much as I enjoyed presenting it. The whole community is interested in their airport and are preparing to put down some pavement, that is due to hard work and savings by themselves, a \$19,000 loan from the Division of Aeronautics, and an anticipated FAA grant of 79.46% of the cost of construction.

Harlowton has one of the first Montana airfields and many of the pioneers of aviation learned to fly there, including Stan Cavill who was a chief pilot for Western Airlines before his retirement. I met Ed Mielke, long time manager at Harlowton and his enthusiasm for the airport is as great as I have been told it has always been. People like Slim Sullivan and Stan Love have given a rich tradition to the Harlowton Airport. The Kiwanis Club very kindly, and I think most wisely, invited the pilots of the area who attended led by Ken Elliot who is the present manager. I was very fortunate to be able to talk to them following the presentation at the Kiwanis Club. Gordon Hickman, the Wheatland County Attorney, and a former member and chairman of the old Aeronautics Commission, was master of ceremonies. It was certainly a pleasure to make the presentation there.

* * * * *

In the last issue of the newsletter in this column, I made the statement that "by the time you read this, . . ." you would know all about the bills that we were interested in. Well, if you had to get your information from this column, then you did not get all of the news because I did not add the information about HB 1110 that was a bill to appropriate money for the purchase of a new aircraft.

My article in the last issue talked about SB 508 that concerned the state aircraft pool. That bill is presently on the Governor's desk awaiting his action, having gone through both the House and Senate after being amended to protect the agencies whose aircraft may not be put into the pool because of some funding restrictions.

What I did not talk about was HB 1110 that asked for \$700,000 to purchase and operate an aircraft for the State government, including the Legislature, the Executive and Judicial branches, with agencies using it on a reimburseable basis where funds had been appropriated for that purpose. There is no doubt about the outcome of that bill at this time. It did not get out of the Finance and Claims Committee of the House and died as a result of the adjournment of the Legislature on March 16. While we remain convinced that an airplane for the transportation of the State government of Montana is to the automobile what the automobile was to the bicycle, we will of course have to wait until the Legislature of 1975 to see if any further action will be taken.

* * * * *

Several members of the staff of the Division of Aeronautics met with Regional Director Mervin Martin and his staff of the Federal Aviation Administration discussing the role of the federal government, the state government, the local government in aviation today. The federal government was represented by the Regional Office of the FAA, the states, including Montana, were represented by the various aeronautics directors and administrators and their staffs,

while local government was represented by the airport managers.

The meeting lasted a total of 15 to 16 hours and consisted of the FAA presenting their long range plans, and the last four hours was a panel discussion of questions and answers concerning these various projects. The emphasis was on the need for the state and local governments to participate more in the decision-making process concerning aviation as represented by the state aeronautics authorities and the local airport authorities and managers. We hope to have a more detailed report of this and future meetings as soon as a copy of the proceedings is available.

* * * * *

We are most hopeful that the problems pertaining to the airline service between Kalispell and Missoula can be resolved soon so that this much-needed transportation for these communities can finally be established on a permanent and firm basis.

(Continued from Page 1)

the ladies, featuring a scarf style show. The men's luncheon will follow at 12:15. The final business meeting will begin at 1:30.

The 2:30 air show will feature Al Newby of Flightline, Inc. in his Great Lakes Trainer, and a glider demonstration by John and Rob Neils, members of the Gallatin Valley Hangar.

If 100 or more people are interested, there will be a gondola ride from Mountain Village over Lone Mountain ski run at \$2.50 each.

The remainder of the day can be spent at your pleasure shopping in the mall of Mountain Village, hiking, golfing, playing tennis, swimming or taking pictures.

The 6:30 p.m. banquet will be held in the Assiniboine Room with Jim Monger emceeing. Jim is President of the host hangar.

Dancing will begin at 9:30 p.m. to the music of the Keeter, Keeter & Veltkamp Group. Make your reservations directly with Big Sky, P. O. Box 1, Big Sky, Montana 59716.



HELENA VISITOR

James P. Moulton of the United States Air Force, presently stationed at Malmstrom Air Force Base, Great Falls, is a helicopter pilot with Detachment 5, 37th Air Rescue & Recovery Squadron. Jim is the son of Chet Moulton who served as Director of the Idaho Aeronautics Commission from 1946 until 1971. The picture above shows Jim when he was visiting the Aeronautics Division March 25 as he was talking with Frank Wiley, the first director of the Montana Aeronautics Commission (1945-1961). Messrs. Moulton and Wiley worked together many years as directors of the adjoining state commissions.

FLIGHT INSTRUCTOR REFRESHER COURSE

By: JACK WILSON, Chief
Safety & Compliance Bureau

On March 11-15, 1974 the Montana Division of Aeronautics sponsored the Annual Flight Instructor Refresher Course. As in the past, this refresher course was held at Great Falls. This year it was again held at O'Haire Manor where it was originally started in 1962. There were 20 trainees attending again this year, however, this course was different in that there were no Academy personnel from the FAA Academy in Oklahoma City making the presentations. Because of a change of procedures, or at least a rumor of change in procedures, the FAA Academy Team could not participate with us if we conducted flying along with the presentation of our course. Because of this it was deemed advis-

able not to have the FAA Academy Team participate this year.

Therefore, all of the course was conducted by local people from Montana with the exception of Dr. Burton of Salt Lake City who made the medical presentation. Dr. Burton is the Assistant Regional Flight Surgeon for the Rocky Mountain Region. Presentations were made by the Air Traffic Control and Weather personnel from Great Falls, as well as by personnel of the two General Aviation District Offices located here in Montana, and were assisted by Flight Tutors who are designated pilot examiners here in Montana. The majority of the planning and conduct of the FAA presentation should be attributed to Mr. Jake Demmerly who certainly did an excellent job of organization and presentation of the ground school subjects.

With the idea that these flight Instructor Refresher Courses can be conducted by local personnel, or at least personnel from the Rocky Mountain Region FAA, it would be much easier to present the courses in that we would not have to schedule five years in advance with the FAA Academy Team and therefore could schedule our courses to better benefit the schedule of all people who attend.

Also, as an additional feature, the local General Aviation District Office personnel are much more aware of the deficiencies that occur during flight tests in this area and know what subjects should thus be covered with the flight instructors during any one of these courses. If these courses can be conducted as I have just stated it would be entirely possible to have two a year, one in the early fall and one in the early spring and in this manner accommodate twice as many instructors each year as we have been doing in the past.

Again, our thanks to all who participated and helped us so ably in the presentation of this course in Great Falls, and again, we send our appreciation to the Rocky Mountain Region and the General Aviation District Offices for their excellent assistance.

FLIGHT SESSIONS AT GREAT FALLS INTERNATIONAL AIRPORT



Ron Steele, Operations Inspector, Helena GADO; Charley Kuzmic, Libby, trainee; Joe Dutton, Sand Springs, trainee.



George Munson, Plentywood, trainee; Bob Palmersheim, Billings, Tutor; Jacquelin Benton, Great Falls, trainee.



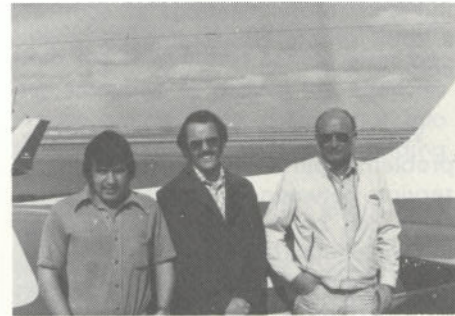
Dennis Skovgard, Billings, and Bill Reiste, Great Falls, trainees.



Don Coons, Shelby, trainee; Robert Lohof, Great Falls, tutor; Morris Lindsey, Great Falls, trainee.



Patricia Dower, Butte, and Reidar K. Ilvedson, Forsyth, both trainees.



Kenneth Cebulski, Malta, and David Stephens, Dutton, trainees; Bob Lohof, Great Falls, Tutor.



Charles Koehler, Great Falls, trainee; Walter Hensley, Havre, tutor; John Fenske, Kalispell, trainee.



Richard Davis, Great Falls, and Rod McKenzie, Butte, trainees; Bob Palmer-sheim, Billings, Tutor.



Dr. H. R. Burton, Instructor, Deputy Medical Examiner, Rocky Mountain Region, Denver.



John Hebbelman, Jr., Chinook, and Emmett Fillmore, Great Falls, trainees; and Tom Walenta, Chief Operations Inspector, Billings GADO.



Walt Hensley, Tutor; Deane Logan, Missoula, trainee; Charles Breslin, Missoula, trainee.



William Davidson, Air Route Traffic Control Center, Great Falls.

AERONAUTICS ADMINISTRATOR BILL HUNT MAKING PRESENTATIONS IN GREAT FALLS



Dennis Skovgard



Walter Hensley



Charles D. Logan



Jim Bernet



Jacqueline Benton



John Fenske



Patricia A. Dower



John Hebbelman, Jr.



**Ken Goodsell, Chief, Billings GADO,
Les Severance, Chief, Helena GADO.**



**Jake Demmerly, Accident Prevention
Specialist and Al Bunkowske, Chief
Operations Inspector, both from Helena
GADO.**



**Lester Severance and Earl Morgan,
Helena GADO.**

(Continued from Page 2)

ing or selling here in Montana. The book objected to was the "Aurora Bluebook".

Tom Lynch, a salesman for Lynch Flying Service in Billings, pointed out that his firm never used that book, whether buying or selling, and that it was more customary for Montana aircraft owners to use the "Blue Book of Aviation" published by Interstate Aircredit Publications, Inc. Lowe asked that the tax for the year 1974 be reduced to reflect the use of the book that was used in the industry in Montana.

Mr. Dennis Burr, speaking for the Department of Revenue, said that the use of the Aurora Blue Book had been arrived at by following the Montana Administrative Procedures Act, that provided for publication in the Montana Register of what method the Department was going to use to make assessments, and that since the system was not in effect statewide after due notice having been given to all persons in the state by the publication, it would not be possible to change this year. He agreed that there were some who may not have received actual notice of the change but it was not possible to give everyone written notice and that they did rely on the statutory requirement of publication in the Register.

Those present acknowledged that the aircraft owners should be taxed but said that the present system was discriminatory because the figures were determined by those not familiar with aircraft values.

Mr. A. G. Slattery, also speaking for the Department of Revenue, said that the figures arrived at was the full value but that the assessment was 66 2/3 of that amount. He said that the assessment was based on use of a particular piece of equipment and that it might vary from time to time, and that the use of the "Blue Book" in itself was not the final determination of how much money aircraft owners would pay. He said that he had contacted several people within the state and other state officials and that these figures had

seemed reasonable at the time they were adopted by the department.

Again, the group felt that there had not been enough aviation input into the development of the formula for aircraft taxation and asked that they be put on the department mailing list for matters pertaining to aviation.

Burr agreed that in the future he would notify those interested in aviation, including the Division of Aeronautics, of the time and place where they could make their wishes known.

Others present were: Lorie Lewis, Bruce McGinnis, Attorney, Bill Hunt and Jack Wilson of the Division of Aeronautics, James A. Steffek, Helena, Michael D. Ferguson, Alfred L. Gore, Chairman, Billings Airport Commission, and Ralph C. Nelles, a private pilot from Billings.

NOTE: Mr. Jens Springs, one of those who was reported to have said that he used the "Aurora Blue Book" in his aviation business said he had never used it when contacted by Mr. Tom Lynch following the meeting between the Billings delegation and the Department of Revenue.



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Joe Capaldi, Helena

PRIVATE

John O. Baber, Billings

Myron H. Ernst, Circle

Glenn R. Rohde, Glasgow

Thomas O. Markle, Glasgow

Frank Hinteregger, Fort. St. John,
B. C.

Charlotte Hinteregger, Fort St. John,
B. C.

Gerald LaRochelle, Gravelbourg,
Sask.

Donley F. Weymouth, Edmonton,
Alberta

Stephen Arthur Roth, Big Sandy

Samuel Lynn Stewart, Oilmont

Reginald Graham Plumb, Calgary,
Alberta

Dean Ransom Van Vost, Turner
George Ivan Kynett, Great Falls
Richard Randell Bahr, Kalispell
Kerry Monroe Anderson, Turner
Gene Allyn Perry, Malta
L. Jerald Metcalf, Helena
Jerome Scott Kearby, Boerne, Texas

COMMERCIAL

Martin L. Elshire, Huntley

Harold T. Falconer, Miles City (MEL)

Kenneth E. Ostensoe, Calgary,
Alberta

Richard J. Cook, Glendive (MEL)

Richy A. Bjelkevig, Billings

William Franklin Lepper, Great Falls
(MEL)

Donald Thomas Buczynski, Spring
Valley, Calif.

Jesse Courtland Encke, III, Bangor,
Penn. (ASEL)

Leslie Neil Little, Medicine Hat, Alta.
(ASMEI)

Loren Chester Solberg, Kalispell
(ASEL)

Frederick Joseph Sheehan,
Ridgewood, N. J. (ASMEI)
INSTRUMENT RATING

James A. Murray, Lambert

Jerry LeRoy Larson, Jr., Shelby

FLIGHT INSTRUCTOR

Thomas W. Lynch, Billings
(Reinstate)

Harold T. Falconer, Miles City
(Reinstate)

Donald Samuel Coons, Shelby (MEL)
Gary Lee Herem, Red Lodge

ADVANCED GROUND INSTRUCTOR

William Franklin Lepper, Great Falls

John Raymond Archibald, Kalispell

Gary Lee Herem (IGI)

Stewart Marucie Dall, Jr., Missoula

David Gregory Healow, Billings

AIR TRANSPORT PILOT

David M. Norland, Denver

HELICOPTER

James D. Coates, Deer Lodge (CRH)

AIRFRAME MECHANIC

Dana Darwell Dean, East Helena

Robert A. Hodgskiss, Choteau

SENIOR PARACHUTE RIGGER

(Back & Chest)

Stephen Clark Vittum, Thousand
Oaks, Calif.

Greg Houska, Rapid City, South
Dakota

H. Earl Morgan, Clancy

CALENDAR

April 25-28, 1974—Angel Derby, Acapulco, Mexico, to Fort Lauderdale, Florida.

May 5-8—American Association of Airport Executives, 47th Annual Conference and Business Meeting, Albuquerque Convention Center, Albuquerque, New Mexico.

May 9-11—26th Annual National Intercollegiate Flying Assn.'s Air Meet & Conference, St. Cloud, Minnesota.

May 10-11—Montana Pilots Association Annual Meeting, Big Sky.

May 18—Sanders County Pilots Meeting, Plains.

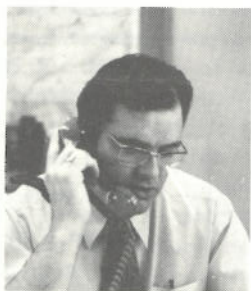
May 24-26—Wyoming Flying Farmer Convention, Holiday Inn, Rawlins, Wyoming.

May 25—Flying Farmer Fly-in, Hebbelman's Ranch Strip, Chinook.

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WE NEED YOUR OPINIONS

By: DAVID C. KNEEDLER, Chief,
Navigational Aids Bureau



In analyzing the operation of the Navigational Aids Bureau we have concluded that improvements could and should be made in our unicom program. We've looked at the overall situation and come up with what we think is a course of action which will give us a more efficient program and want to know if you agree and if not, what you think we should do.

Here is the problem. The Aeronautics Division, in cooperation with the local communities involved, has operated a system of unicom since 1957. A significant portion of the equipment now in use was purchased in the early days of this program and is now obsolete. Many of the transceivers can no longer be licensed by anyone other than the original licensee (State of Montana) and have become an expensive and

time consuming maintenance headache.

We could see this problem coming and in the latter part of 1968 revised our unicom policy to hopefully provide for phasing these obsolete units out one by one as their five year licenses and leases expired. Under this new policy a community, when its five year lease has expired, is given the option of (1) sharing equally with the Division in the cost of a new radio and all maintenance thereafter, or (2) electing to continue with the old unicom equipment and pay the full cost of all maintenance. Unfortunately our scheme was only partially successful since a significant number of communities elected to continue operating the older equipment.

It presently costs the Aeronautics Division approximately \$10 in shipping each time a defective unicom is sent to Helena for repairs and a replacement unit returned to the community. Out of more than 50 unicom stations in our system the 15 or so obsolete units make up about 75% of the unicom sent in for repairs. In a majority of the cases the malfunction was simply caused by a dirty relay, a burned out tube, etc. and the total repair bill is very little more than the cost of shipment to and from Helena.

In addition it has proven impractical to bill communities for their half of the maintenance costs due mainly to the amount of time and paperwork required to process these relatively small bills. It costs about \$8 to process the required paperwork and makes very little sense to spend

that amount of money on a ten or twelve dollar collection.

And so to streamline the program and make it more efficient, we think that we should:

1. Offer the communities having obsolete unicom the choice of sharing equally with the Aeronautics Division in the cost of a new radio, or accepting all right and title to the old radio with responsibility for all operation and maintenance. This would affect approximately 10 communities in Montana and the radio would only be legally usable by them during the remaining portion of their current FCC license. As stated above, the obsolete units are not relicensable by anyone other than the State of Montana.

2. Require that henceforth all communities arrange and pay for their unicom repairs locally. Our records indicate that the total annual repair cost for the newer unicom transceivers is between \$20 and \$30.

Although these measures will represent a considerable departure from our existing unicom policy they should result in a significant reduction in our paperwork costs. We would prefer not having to reduce our activities in any field but our financial status will not allow us to do everything that we would like. Hopefully these proposals will eliminate shipping delays and relieve us of an unproductive work-load and thereby strengthen our overall unicom program. We encourage your comments on this subject and any other which you would care to comment on. An opinion "ballot" is provided below for your use.

I THINK THE AERONAUTICS DIVISION SHOULD:

1. Continue its unicom program and implement the improvements outlined above. _____
2. Get out of the unicom business entirely leaving it to the communities. _____
3. Other: (Specify) _____

(Continued from Page 7)

June 9—Langhus Fly-In, Big Timber.

June 9—American Legion Fly-in and Air Show, Hysham.

June 17-July 5—Aerospace Technology Class, Butte.

June 19—Flying Optometrist Assn. of America, Sheraton Park Hotel, Washington, D. C.

July 7—Sondreson Fly-in, Polebridge.

Aug. 11-16—International Flying Farmers, Hilton Palacio Del Rio, San Antonio, Texas.

August 21-23—Washington Airport Management Assn. & American Assn. of Airport Executives Joint Meeting, Coeur d'Alene, Idaho.

TWENTY-FOURTH RUNNING OF THE ANGEL DERBY

The Angel Derby, All Women's International Air Race, will leave Acapulco International Airport the morning of April 25, pass between Sierra Madre del Sur ranges and soar high over Mexico's central plateau before crossing the Rio Grande to curve around the Gulf of Mexico to Fort Lauderdale's Executive Airport on April 28. Flying high to take advantage of favorable winds and conserve fuel, the pilots will be competing for a prize for the most efficient use of fuel. Participation has been limited to no more than 50 entries.

Plans for the Angel Derby have been continued because the person-

ally flown airplane is emerging as the most time and energy efficient form of travel transportation, normally averaging from 12 to 18 miles per gallon of fuel. The additional advantage of cleaner exhaust emissions results in a mode of conveyance particularly relevant to today's transportation requirements.

The derby is conducted under the direction of All Women's International Air Race, Inc. with headquarters in Fort Lauderdale and is sanctioned by National Aeronautics Association.

In October of 1928 the Army Air Corps developed a parachute 84 ft. in diameter, of sufficient strength to support weight of an airplane and its passengers.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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